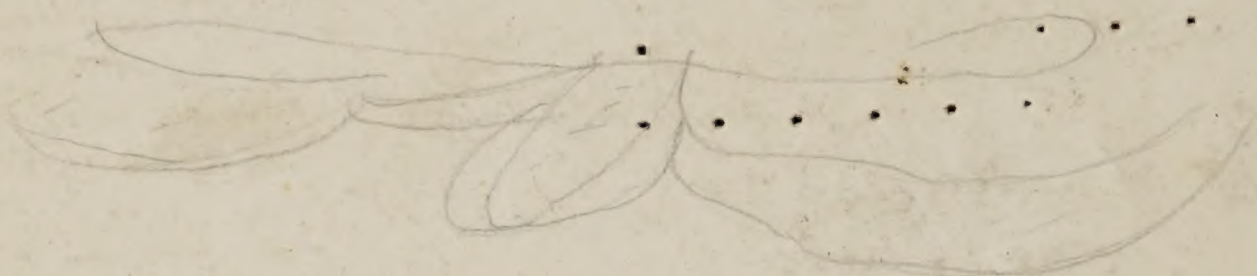




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Clear the south



Nicholson
Whaling
Collection



Gift of
Paul C. Nicholson

Providence Public
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Sensation Blown out

John M. Warner
 Dene R.S.

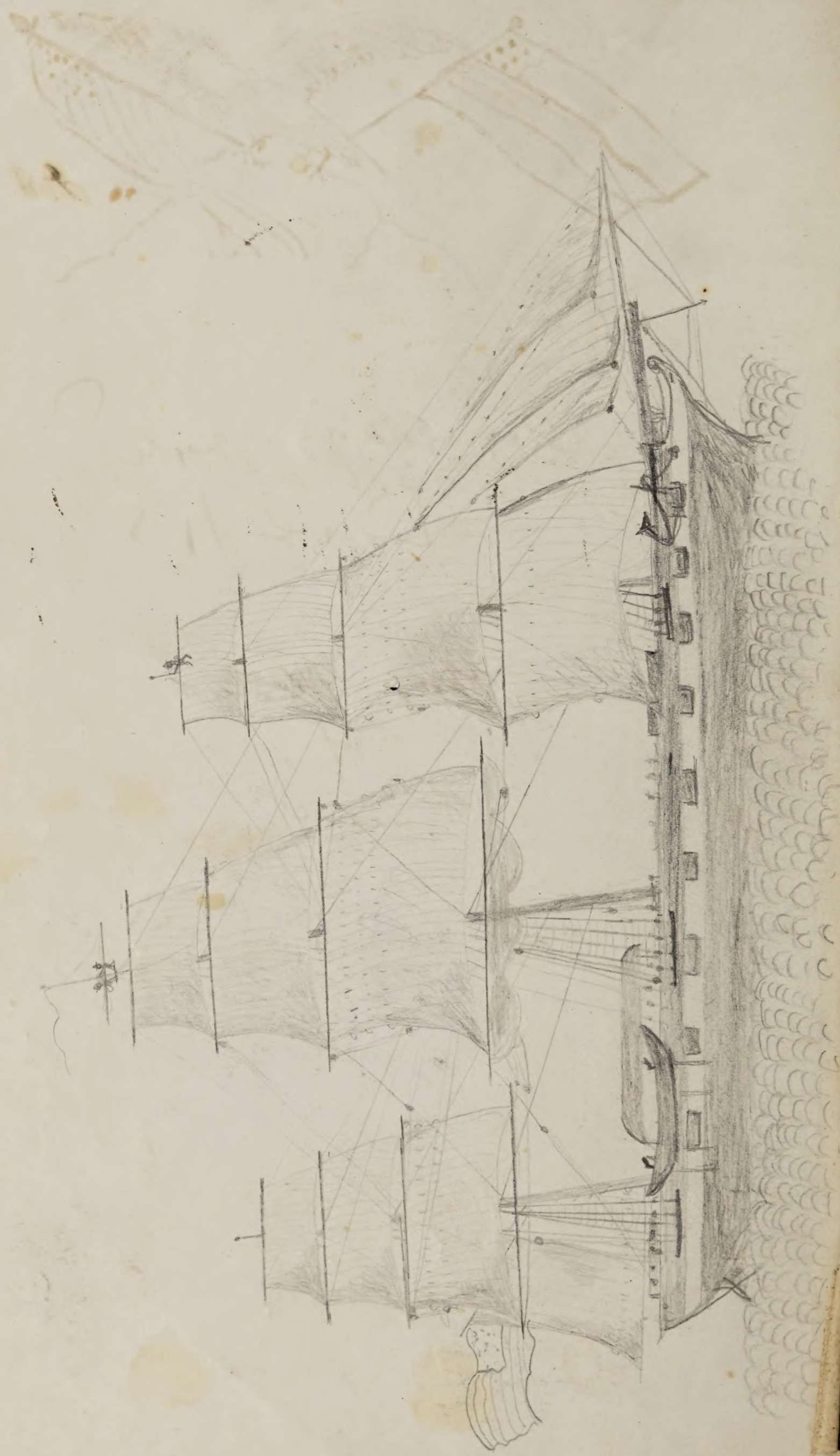
Angel Warner
 of

Providence

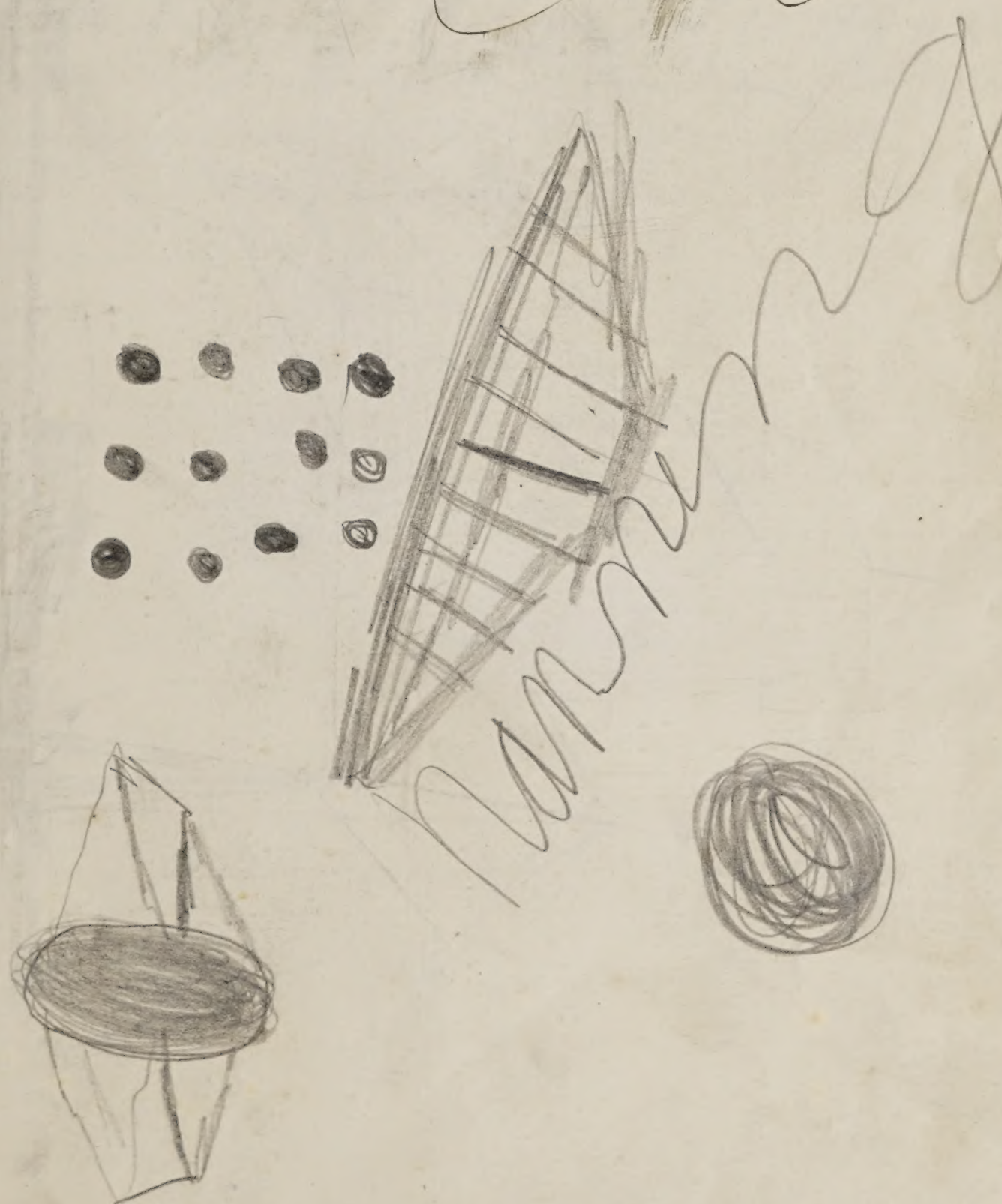


E.M. Warner

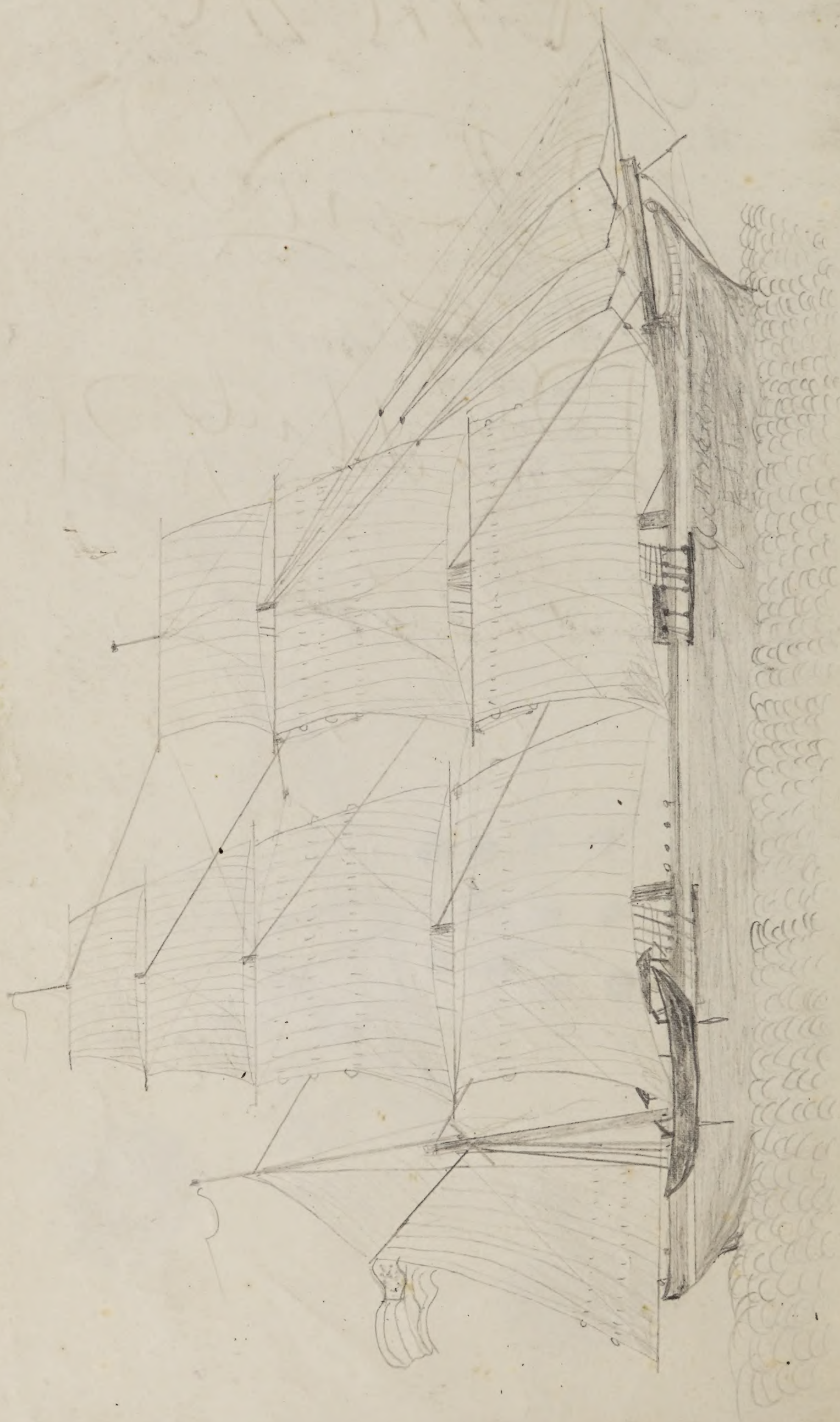
Cassander of Providence 400 Hundred Yon



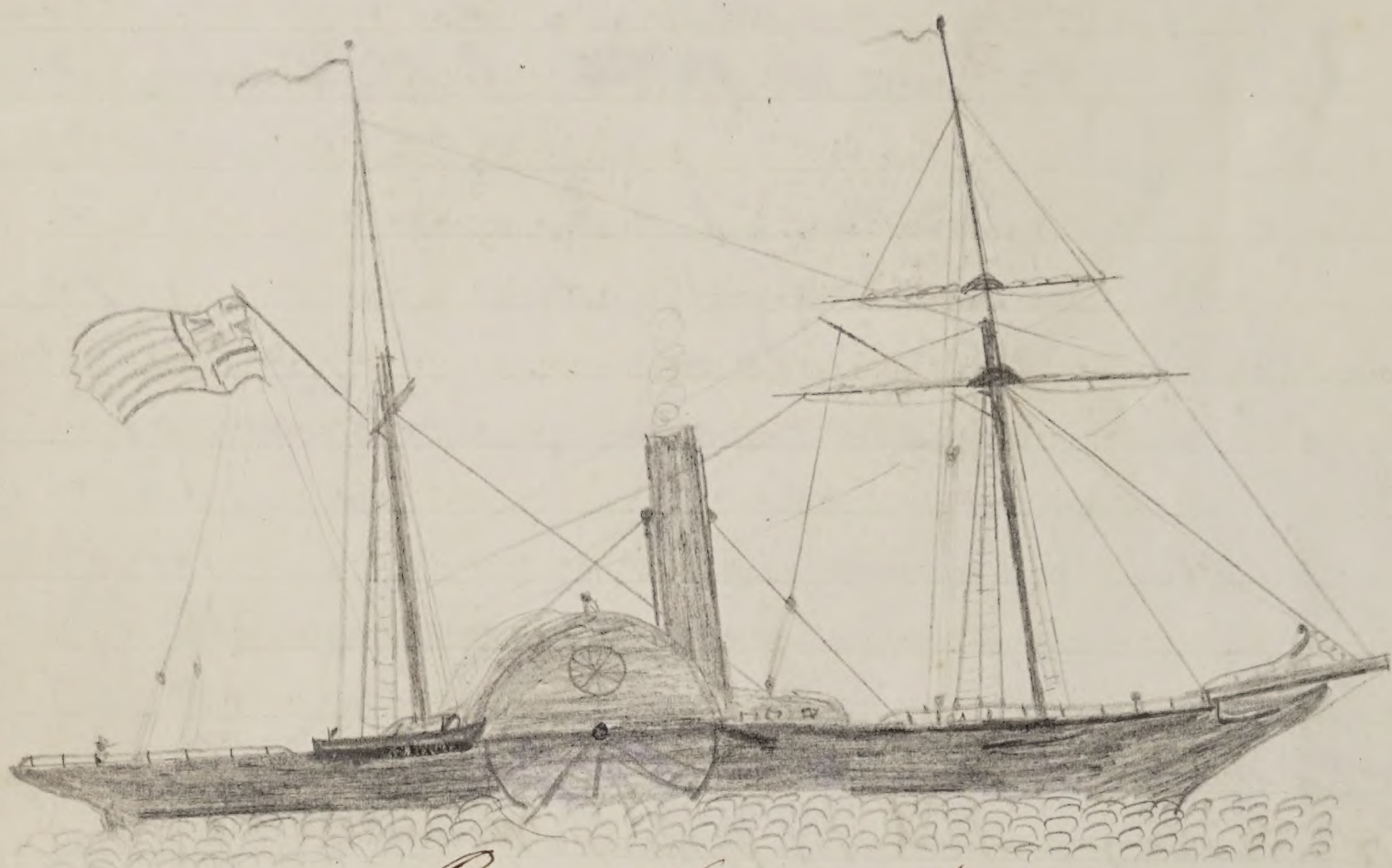
Wm M
Dunbar
of
Pocahontas



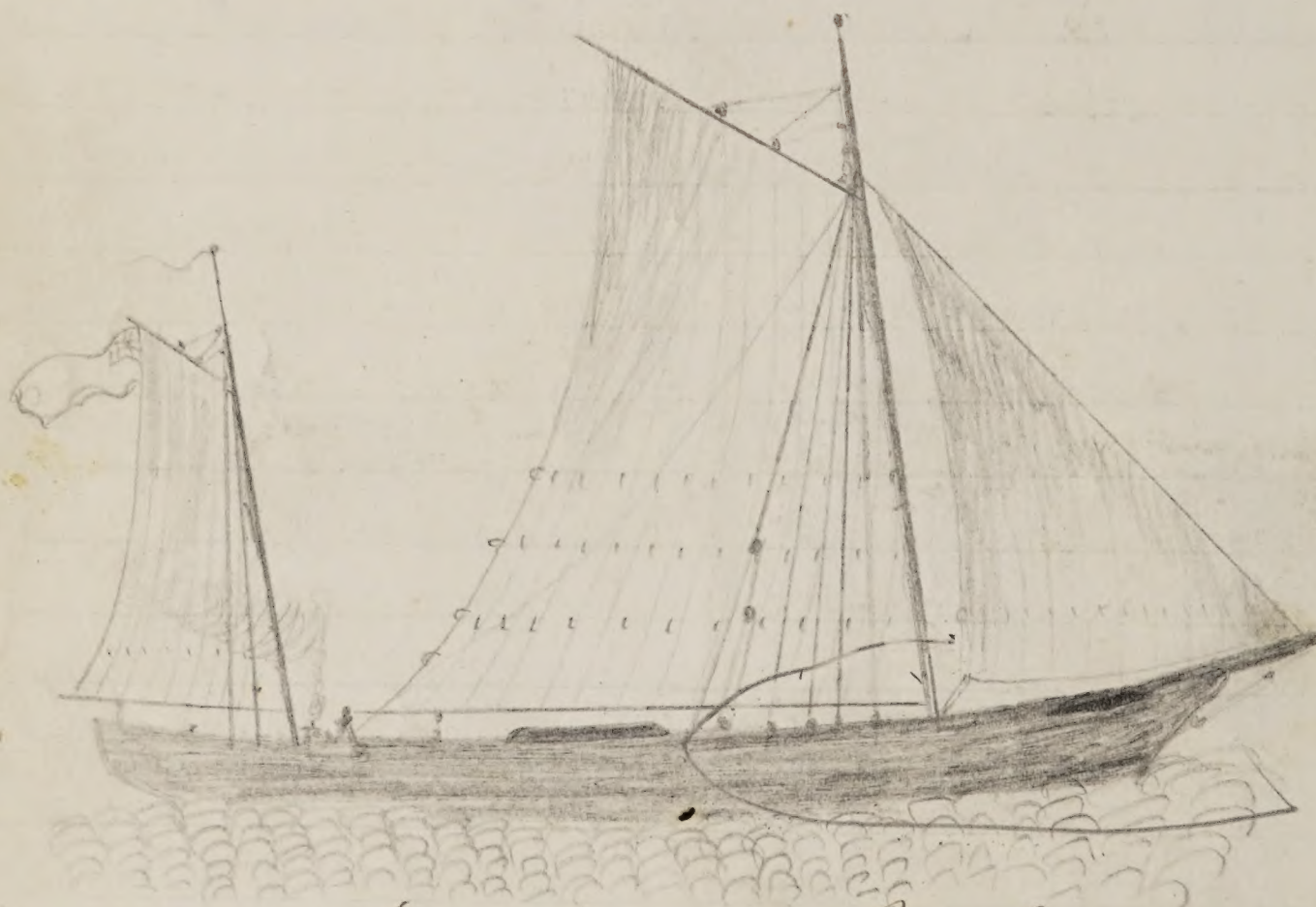
Rajah?
Bark Ragger of Westport 300. Hundred Tons



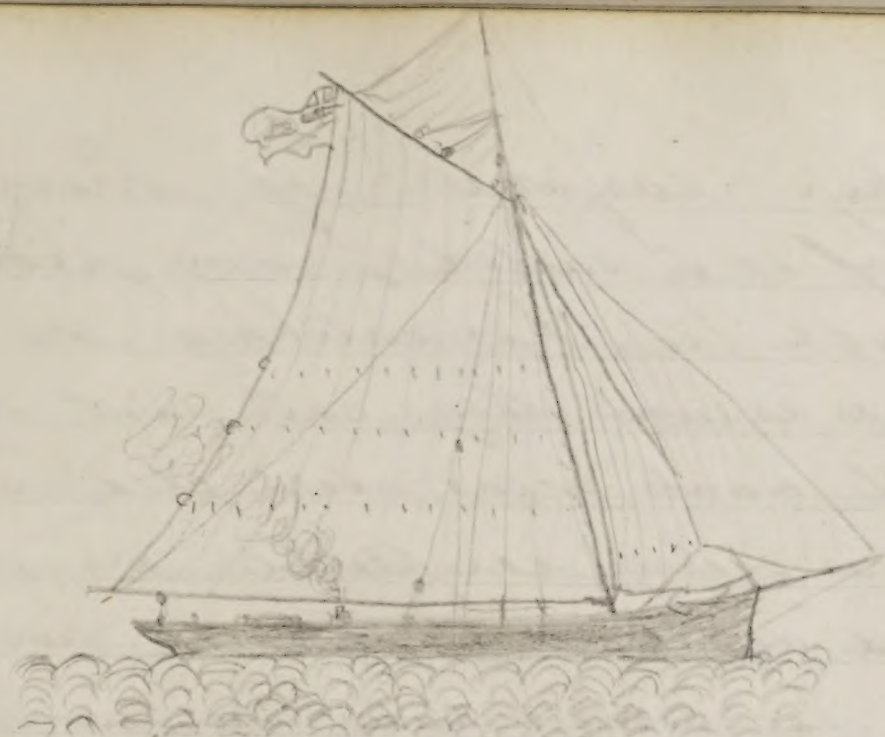
Em. Doeflors About Leap No 28.
 A. R. Warner Boat About Leap No 36.
 - - - - - work On By T. m. Warner 1
 Silver in Boat About Boat Bee 2
 Page 47 - A. R. Warner Jan 11. 1898 - A. R. Warner 47
 - - - - - 5 -
 - - - - - 8
 - - - - - 9
 - - - - - 10
 - - - - - 11
 - - - - - 13
 - - - - - 14
 - - - - - 16
 - - - - - 17
 - - - - - 18
 - - - - - 19
 Page 27 Grover Boat By John m. Warner 27
 D A V 15 Page 3 - 5 Pent. And Whit 33
 Page Emma Boly 23 Bern Feb 17-1800 AD
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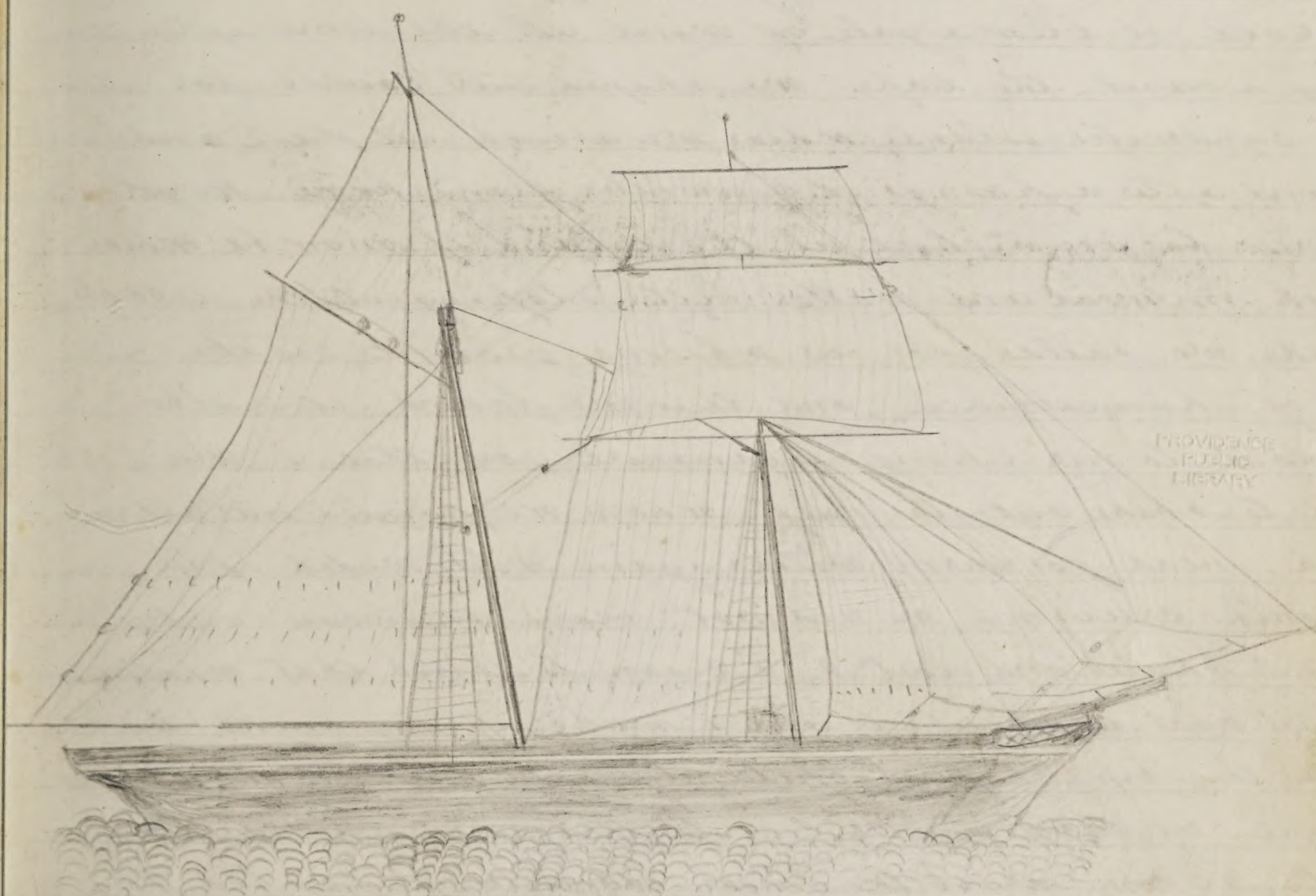
Rose of Sydney Australia 250 Tons



*Agnes Hannah Port Cooper New Zealand
30 Tons.*



Sloop Fisherman of New Zealand
10 tons

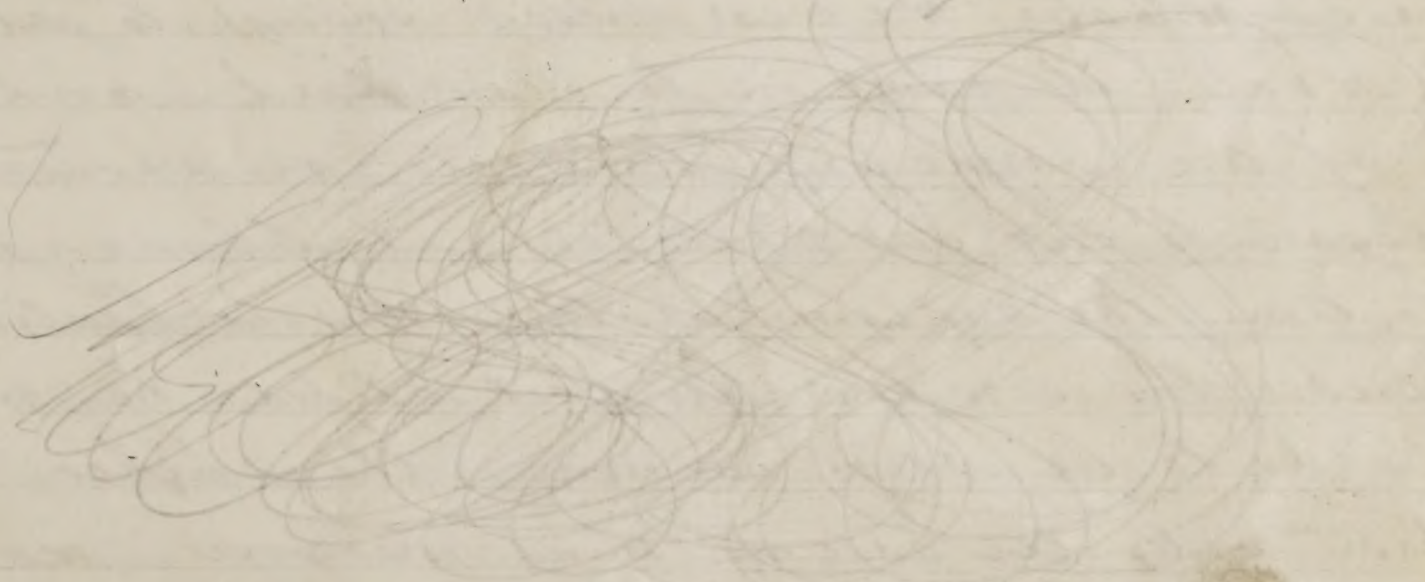


PROVIDENCE
PUBLIC
LIBRARY

Brig Big Bag Liverpool
100 12 tons

England

Bound to Leana Spain 3



Ship eastward of Providence R S
at the age of 14 I sailed from providence on a
whaling voyage to kameatchkey we stoped at one
of the cap de verd islands they call rant fogs where we got
some fruit all hands wear over there sea sickness
so the fruit was vearry exceptible we only stoped one
day then shaped our course for the river la plate where
we expected to see some whales we saw some but that
was our share of them from there we steard for
cape horn with the weather after 15 days sailing with
the cold it blew a gale of wind all the time after
geting around the cape we shaped our course for
the sandwitch islands where we arived all safe and
sound after a passage of 6 months from home we got
liberty to go onshore at the island of morhe where
we took in wood and water after stoping at the island
6 weeks we sailed for our whaling ground on the
coast of kameatchkey and there we found it rather
to cold to our liking i can assure you that i was
glad to shake out the reefs when we pointed our old
ships head for warm weather again withered after
6 month cruising we was not vearry unlucky only
geting 8 whales and lost 2 i began to think that whaling
was not what it should be and i made up my mind to
leave the ship the first opportunity after we left the whaling
ground we steard for the line to pick up some sperm
whales we came acrost the barge Elizabeth of new bed ford
and mated with her that is she was to have half of what
we got and we were to have the same from them we
crused together a short time and took a few small whales
one day both ships had their boats down after a small
school of whales we wear lucky enough to get a small
bull whale it came on to blow hard and we lost
sight of the barge and her boats we shortend sail
and began to eat our whale in it blowing hard
at the time the captains brother was overhauling the
the tackel down when his foot slipped he went
over bord to be seen no more the ship drifted
over him after the gale of wind was over we saw
and spoke the ship chariot of new bedford they
sayed they had seen the barge and that she
had lost all of her boats in the equal

G. G. G.

Carfander of Providence R.I.

We being short of wood and water went to the island of
Asension on the line the barque came in a short time
after we arrived there she had all the boats again. When the
squal came on they had killed a whale so they layed
by the whale 3 days but seeing nothing of their ship
they eat the flesh from the whale to eat then
made sale of the boats and steared for Asension
and on their passage were picked up by a Dutch
ship a short time after being picked up they saw
their own barque coming down before the wind
and they were taken on board and sailed for the
island of Asension where we were to anchor
We got plenty of fruit at Asension and I began to
think it would be a fine place to live if I could
get away from the ship. The black cook and mee
had all ways been on good terms so I asked him
what he thought about it he agreed at once and
we concluded to start the next morning it being
our liberty day after we got on shore we started
for the weather side of the island we walked
all day and at night found that we had taken
a circuit and was nearly back where we had started
from we crawled under some low bushes to hide
ourselves but it was no go for the captain had
put out a reward for us and the natives had
watched us and now where to find us about 10
o'clock at night the natives came on to us they had
surrounded us and took us they lashed the cook
up to an coconut tree and put me in a hat with
a woman to look out for me till morning the
next day we were taken on board the ship again and
they had a good laugh at us but I swore that I
would leave the ship some how after taking in
our wood and water we sailed for the sand witch island
again and stood of and on at the island of Atey
the ship was bound on to the cold weather again
and I did not want to go. the night we sailed from
Atey was fine the wind was light the land 3 miles
to leeward of us I could not swim or I could have
got on shore the captain had a bathing tub some
thing like a copin and I thought it might

Alexander.

might do me to get on shore with so when every
thing was quiet i went aft where the tub was
lashed abast the well house i got it lowered
half down to the water but hauled it up again
and put it back again where i got it from if
i had got in to it and attempted to leave the
ship i would have ben drowned for i could
not swim at the time some time after that
i told the steward of it and he told the
captain of it. one day the captain shot
a bird and told I me to goe in the
bathing tub to get it the tub was put
in to the water the water was smooth i got
in to it but ever she went bottom up i
was then hauled onbord again i found out that
the captain onley wanted to try and see if it
would hold me. we went to Kameatchkey
again and had nothing but cold and wet
weather the whale season we went in to and
Rusan port called better polasea and stoped
there 3 weeks 2 of our men left as there it was
to cold for me to try it when we left we
sailed for the sandwitch islands again we took
9 whales that season at last we arrived at the
island of mowhe to get wood and water and
to have a run on shore i began to think
how i should make good my escape this
time i knew if i went in to the country i
should be caught again. there was a little
bargue called the rager of westport and she
was nearly full of oil bound home and she
is understood she would call in to the span
main on her passage home i had often
heard talk of the spanish main to be a
good place for a back corner like me
and i concluded to blow my self away
onboard of her i had a chum to goe with
me the bargue was to sale soon we waited
till the day before she would goe to sea the
night was dark we took the black cook to help
us to get the boat in the water we took the
Bow boat and bid the cook good by we started

Cassander Ragger

We haled cargo under the bows of the barge and went on board
no one saw us the boat we let go adrift we slowed our selves
way down in to the main hole the next morning we
heard our captain talking on deck about us he soon
went away i heard him say that they had found
boat on the beach full of water. The barge soon got
under way and went to sea with us nicely. As we lowered
down after we got to sea we came on deck they
was surprised to see us we went to work as usual. and after
a while i found out that she was not agoing to
call in to the Spanish main. and i went to
leave the first opportunity. we went to an island
called Christmas island it was uninhabited i
would have left there but could not get on shore
we layed off and on to one of the Society islands called
at Ngetuek there was a large french ship on
the reef and her crew on shore. i saw it would not
do for me there so i stoped by the barge we
sailed from there and shaped our course for
the island of Morotonga one of the same
group. Thinks i to myself that will be the
place for me. we got there the next day i
went on shore in the first boat the second
time i took for the mountains

Ragger of Westport

I got safe on to one of the higher mountings
that i could find i could see all around the
island that night it came on to rain in the
morning i saw the barge send the boat on shore
and i watched the boat till it went back again
to the barge she soon made sail and was soon
out of sight i waited till night then came down
when i got down i met 2 boys agoing after water they
was glade to see me and gave me the tapper to put
that over me so that when we past the huts that
the natives would not know me from one of
them we succeeded veary well it being rather dark
i went to the hut with the bags the old man of the hut
came out and was pleased to see me they gave me something
to eat ^{sweet} potatoes tarad dogs meat and some fish they
seemed veary kind i had only and old pair of pants
on and shirt they was prettly well love of me when

Rorotonga Island

I had come down from the mountains as I should have been naked if it was not for the tappa that they make out of the bark of trees they goe naked every all the time they are a fine looking set both men and women I was pretty happy there they did not want to part with me I stayed on the island for 6 months before I could get a chance to get away they treated me like a friend and were fond of me one day while I was on top of one of the hills I saw a ship a long way off and steering for the island the next day she came close in and the captain came on shore to get some fruit I spoke to him about getting off the island if he would take me he said he would but I was afraid that the natives would take me if they mistook what I was going to do I waited till the boat was ready then the captain jumped in and me after him we shoved off before the natives could get to the boat and went on board

Walter Gatty's Nantucket

after I had got on board and settled down I found that the ship's name was the Walter Gatty of Nantucket she was a sperm whaler I signed articles on board we took some small whales. When the captain concluded to go to an island where there was 2 or 3 families living they were English to get some wood and potatoes the island was called Koor's island it is 300 miles from Sydney New Holland when we got to the island the boat was sent on shore I was in the boat when we got on shore it came on to blow a regular hurricane the ship was blown off out of sight when the weather cleared up the ship came in she had been out of sight a week we were happy enough on shore I was living with a family the old man wanted I should stay with him I promised him that I would I went on board of the ship to get some of my clothes

and i could not get on shore again the ship had
lost boats and spars and sprang a leak in
the gale the captain said that we should
have to go to sydney to repair the next
day we kept away for sydney harbour properly
called port jackson we got in to port safe
and had a seroay held on the ship and had to
take the ship in to mosmans bay to discharge
the oil and strip the ship and heave her
down for kalubring the crew received 4
shilings a day while the ship was there
being of a running disposition i had made
up my mind to leave as soon the ship was
ready for sea when the ship was all ready
and out in the stream i pocketed all of the
cash that i had amounting to 14 English shilings
at night i went to the mate and told him that
the captain had ordered me to come on shore to
fetch his cloths on board i went on shore and
Sydney N. S. W.

traveld i went on board of the rose steam boat
she ran between sydney and maitland on
the hunters river i asked the first man
that i saw what time the boat would start
he told me at 10 o'clock i then asked him how
much the passage was he says 10 shilings but
if i would like to shovel coals he would
get me a passage for nothing i told him
that i would so he showed me where to go
to work with i did and trimmed coals all
night the next morning at daylight
the boat stoped at new castle at the
mouth of the hunters river at 10 o'clock
on sunday morning we hauled along side
of the bank of the river at the green
hills the man that gave me the job
to shovel coals asked me what i intended
to do i did not know hardly he told me
that he had a farm his 2 sons and his
wife lived on it about 6 miles from there
he wanted me to go to work on it till

Hunter River

The ship went away I went to work reaping
I did not understand much about it at first
But I soon got ast to it after the harvest
was all in I went to ditching I soon got tired
of that sort of work so I concluded to leave
I hunters river green hills rose steam boat
I came down to the green hills where the steam
boat stops that I came up in I went on board
again to work I shipped on board of the boat
and made a trip or tow to Sydney and back
When our captain bought a small vessel
that was sunk in the river called the
Joley Rambler he left 8 of us to get the
vessel up Hunters River Green hills
I took up my lodgings at the captains house
where I was pretty comfortable for a time we
managed to get the vessel up in a week the
2 men went on board of the boat again I
stayed to keep the vessel pumped out
The captains wife drank pretty hard
She wanted me to get her gin Mitch I would
not do there was a weary pretty girl that
lived in the next house and the longer
I stayed at the green hills the longer I
wanted to stop I soon became acquainted
with the young woman and we made all sort
of plans for the future we were to be
married as soon as possible but the captains
wife because I would not get her gin when
she wanted it she told her husband when
he was away that I done nothing but
eat up capers with her servant girl and
the one that lived next house so that
I got orders to leave Mitch I did that night
I did not like to leave my intended but
we promised to write to each other often

Ramond leaves

~~the~~ The next day found me 20 miles
down the river I had heard that a man was
wanted to take charge of a boat to run up and
down the river the man that owned the boat

Ramond Terrace

lived at sawers point 20 miles from Cheam
I hired a horse and went to see him I was too
late I had turned the horse out in a pasture
and when I came to catch him he got so wild
that I could not get nigh him I had to
lay all that night in an old hat with no top
to it and was nearly froze to death for it came
one to rain and I got wet through in the morning
I walked in to Ramond Terrace I saw the
man that owned the horse he wanted to
know where his horse was I told him and
then I left him to get his horse the best
way he could I did not know what to do as
I was thinking I saw a boat under sail trying to
beat up the river I told them if they
would come in to the bank that I would
manage the boat for them they came in
to the bank when I jumped in and of
we went they were from Newcastle and going
up the Paterson river to get a thrashing
marshen I stayed with them till we
went down to Newcastle and then I got a
job in a steam floured mill at New
castle

New Castle

The man that had the running of the mill owned a
small steamboat that he would go in himself up
the river for grain when the grain was ground
into flour the 2 of us would start up the river
with it the boat was small only me and him to
manage the boat he never took eneything to
eat with him for when he felt like eating he
would stop at the next farm house on the
bank of the river when we were there to get
something to eat I soon got tired of that
game so when I got down to Newcastle again
I went over to Stockton the other side of the
river to a ship builders he had a little schooner
is low her name was the Gerlen I shipped in her

Gerlen of Stockton

and came over to Newcastle to load coal for
Sydney we only had 2 hands and the captain

Curlew

we made a few voyages to Sydney when one trip
we had nothing but gales of wind and being
deep loaded with coals we thought it best to
get in to some harbour till we could get some
fine weather we kept away for the entrance
of Lake Maguarey it was dead low water
with a heavy sea on we had got tow
close in to bring her to the wind so we
let her slide she struck on the bar and
went broadside on the sea making a
clear breach over us carrying away things
with it after beating for an hour she
got knocked over in to deep water but before
we could sail on her she went on the rocks
where she was knocked on her beam ends
we all got on shore safe it was dark and
freezing cold we found an old hut where
we made a fire and dried our cloths and
layed down to sleep in the morning
we went down to the wreck found that
the sea had gone down and the schooner
on her port side and pretty well broke
up on the in shore side we stripped her
rooled the sails up put them in one
of the old huts the cargo had all been
washed out of her we saved our boat
with which we crossed the river and took up
our line of march for New Castle to tell
the owner the good news when we got to
Newcastle with we did after a walk of 15
miles the captain gave me the slip and
went to Sydney in the Steamboat leaving
me to take the pleasant news to the
owner with I did with out delay he was
rather astonished but told me what
cloths I wanted to go to the store and
get them I told the owner that I thought
the vessel might be got up again he took my
advice and 5 of us went down and got her up
patched her up the best way we could and
bent the fore and aft sails and fetched her
to Newcastle

Colina

after getting the schooner hauled up I went to work at the ship yard I could have been pretty well off there and learnt the trade but I was too fond of rambling to stop so I left one fine day and went over to Newcastle and found a mother schooner called the Colina

Colina

she was under the shat loading coals for Sydney after taking in our cargo we sailed for Sydney I made two or three trips in the schooner in the coal trade when we were ordered to take a cargo for Port Albert down the coast 5 hundred miles we took in our cargo in Sydney and 15 passengers the captain took his wife and the owners son was onboard we had a long passage blowing hard and the wind from the southward most the time we ran in to Torfoull Bay 3 times for shelter and in running in we struck the schooner Eagle in midships and cut her cabin board in two our captain had to pay the damage we got a fair wind at last but when we arrived at the bar at Port Albert the pilot did not come out we ran in to the land and came to anchor at dark we took the boat the owners son and the mat and myself with one of the passengers to go to Port Albert by the inside passage between the island the captains idea for sending the boat was to get a pilot after pulling for some time up one of the creeks the owners son he was acting as pilot said he believed that we were wrong it was about 12 o'clock then we all concluded to go on shore and wait till morning the bushes on the bank were very thick but small we broke them down and made a fire as it was cold we stood watch to keep the fire going the next morning we started again but this time on foot the bushes were so

Sheparding

We made poor progress for a mile or so when we came back and took our boat that night the first home in sight and we were glad enough for we were hungry. We had a good supper and night's rest. Then took our breakfast. We took the pilot down to the schooner in his own boat. We got the schooner in all safe discharged our cargo and took in sand. Balast ready to sail for Melbourne the owner himself went with us to Melbourne. We stopped at the Kent's group to see if there was any passengers left. There that was put on board from a schooner called the Judah. She had been wrecked. There we found that all of the crew and passengers had been taken off so we kept on our way for Melbourne and arrived there all safe. The captain left and all hands but my self is stayed by the schooner. The new captain came aboard told me that the schooner was going to run regular between Melbourne and Port Albert. I went with him a couple of trips but the old nick would not let me stay. I wanted to travel again so myself and a Dutchman went and got to false discharges made out to certify that we were old shepherds. I bought a sheep dog that knew more than I did about sheep. We went and hired ourselves out for six months to go shepherding 300 miles up the ~~the~~ country on the Muree river. We

Shepherding

started with our dogs and 2 teams of provisions for the place we were bound to. The first day we traveled 20 miles. We could not go fast for the roads were bad and the locks slow horses. At night we sleep under the stars. The

Sheparding

The cattle we herded at night so that they would not stray off we all ways found them some days we would not goe more than 5 miles the weather was to hot for the cattle one day the driver and me was speaking about a short cut to the station that we were agoing to be pointed to the Eastward telling me if he could goe that way and make a straight cours. he could get there in a day but he says impossible to goe that way for water and swamps he saged a man could not walk it I began to think that i would try it i got one of the others to goe with me the first 2 miles i got on pretty well till we came to a small lake it was ten deep to wade and to long to walk around my friend could not swim so he concluded to goe back to the road i gave him my shoes to take back then in to the water i went my dog followed me but after getting acroft the lake i got into a swamp with high reeds higher than my head and they were so thick that i had a job to get through them the water was to deep for my dog to walk and the reeds to elost for him to swim so i had to carry him on my back the scum was ageting low and i had to make all speed and steer my course by the scum i had no sooner got through the reeds than i came to a river and it was pretty wide but i had to swim it then in to another swamp then a creek and then a swamp again these swamps are full of snakes and they are dead leg passion but i did not know it at the time i have seen them bite a sheep

Shepharding

When i was there and in 5 minuts after
the sheep would be ded the sun was
nearly down i did not know then
that i should get out of the swamp
so i thought that i would holler and
see if eney one would hear me i did
so and had the pleasure to hear the
answerd and soon after i got onto dry
land once more the man that
heard me holler was out trying to
hetch a horse he belong to the station
that i was going to he told me
the narrow chance i hade run with
the snake he saged one of the
Blacks would not goe whear i had bin
for eney money. I went to
the house and told my yarr
they wear all suprised that i
got through without being bitin
By the snake the next day the
trays came and a few days after
i had to take 25 hundred sheep for
to shepherd and goe to an out station
20 miles from the head station with
one months provision and an old man
as hut keeper and watch man when
I got to the old hut that was to be
our future resident we found that it
was sadly out of repair some of the
roof having blown of after putting
the sheep in the yade it being late
in the day i repaired the hut while
My friend got the supper ready i
stoped a month when our provisions
came out to us and the overseer came
and counted my sheep told me that
i had lost 31 sheep and to mind not
to lose eney more then he told
me of the dutch man that came
at the counte with mee he had
lost 15 hundred by getting to sleep

Sheepherding

after he found out he had lost his sheep
he started it for melbourn after the
overseer went i began to think that if i
stoped much longer that i would have no
sheep left and one fine morning before the
hat keeper wakened me and my dog nelson left
and went for a walk i traveled to the Edward
river and crossed it then recrossed it and took the
road for the murey 40 miles farther up than
when i had been living at night i called
at eney hut and got a nights lodgings and
something to eat with out eney expense that
being the fashion of the country i got
on pretty well i crossed the murey river and
took the road for the epharby river near i
got a ~~good~~ job as hat keeper i stoped there
a short time and got a gun and sold my
dog got a barkaroo dog i had hired for
a year so i had to run away to get away
me and one of the shepherds thought we
could do better a hunting than sheepherding
and one night we left and went ~~across~~
across the country to the ovens river to
hunt after getting to the golbourn river
i altered my mind and began to
think i had been long enough on shore
for one spell i left my dog with my
friend he had got a job sheepherding
on the golbourn i sold my gun
then took the road for melbourn
in 3 days i arrived there and rested
enough i can tell you the next
morning i shipped on board of a
schooner and bid good by to sheepherding
astrakhan ~~is~~ is a fine country and
a man could travel all over it without
expense for all shepherds and all the
hospital in the country made it a
rule to give the traveler a good
welcome but that was before the gold
was found out that altered the rule



*Ship of Hobber Town Wandemansland
60 Tons*



*Ship of Hobartown Wandemansland
200 Tons*

Enterprise

Spy

I shipped onboard of the enterprise schooner she was bound to scirelar head for potatoes we had a fine passage across but could get no cargo at scirelar head so we went to Robins island where we took in our cargo of potatoes then had to go to scirelar head to get our clearance for Melbourne and saild for Melbourne we had bad weather across the old schooner leaked. Had keep the pumps agoeing all the time some of the cargo got wet and spoilt after geting to Melbourne i stoped till the cargo was out then took my discharge

Spy

and the next day found a flat bottom schooner called the ~~speed~~ spy she belong to Hobartton in vandiamanland we took in 300 sheep for Hobartton but had bad weather and lost all the sheep they were all drowned and smothered together it blew a gale of wind at the time she was home to bat shipped a heavy sea taking every thing of deck and half filling the hold the hatches being up to give the ship air we had to get the hatches on as soon as possible too keep the ship from filling the forecabin and cabin was so full of steam and stank from the sheep in the hold that we had to live on deck all of our provision was spoilt the bread was soaked in water and the rum was full of salt water our foremast was sprung when the gale was over we took the hatches off and a fine sight there was the sheep was then taken on deck cut open the fat taken out and then the carcasses were thrown over board after a long passage we arrived in Hobartton the foremast had to come out and a new one put in its place the weather was so wet for me to work i would not work in the rain so i took my discharge and went on shore the next morning i had not one penny of my hard earned wages and i was in a strange place the times was pretty hard then there being no work to

Briton

There was no work to be had in Hobartown and it was a strang. place for me to be in without money i sold my knife cloths i had none to sell i ust to get a bowl of coffee and a slice of bread for 2 pence that done me for a day. Lodgings cost 3 pence a night i managed to eash enough for that i tried hard to get in a coaster but could not i came across a captain of a whaller that wanted men for his Brig she was lying down the river i

Briton

shipped in the old Brig Briton and went onboard the next morning and went to sea the same day. We cruised about the S.W. Cape of Vanda mans land for 2 months the Brig had been out 10 months before i joined her we got no whales so the captain concluded to goe in to Hobartown where the old Brig belonged and made sale accidently and came in to port all hands had to goe on shore as soon as we got in we had no money to take all hands was indep to the ship i was now as bad off as eaver without money or eney place to live i sold some of my cloths they was not worth much but i got a litle enoug to get something to eat with for a few days.

Lady Emma

When i joined the Barge Lady Emma of Hobartown to goe a whaling for 18 months we sailed a few days after and called at the seaden islands on the coast to take in wood and water from there we called at Wabs boat harbour on the main land to get a few potatoes the captain went on shore i did not goe in the first boat but went in the second i have ben in the Barge 3 years long enough for me when i got on shore one of the men the same mind as myself wanted to leave so of we started with out cloths or money and 300 miles to travel in a

Traveling

Orange country. where there was nothing but
Prisoners and their masters. free men are not
allowed to travel the country without a pass
and the settlers are afraid of bushrangers that
come down at night and rob them some times
murder they take every body for bush. Prain
that they see without a pass the robbers are
runaway prisoners that get in to the bush and
live by robbing every body they lay hands
on the bush police are after them all the
time we took our course for Laureston
and traveled a long the beach for 2 days when
we came to so many rivers and creeks that we
concluded to strike across the mountains and
find a main road either to Laureston or
Hobartown we came across a shepherd once in a
while and would get something to eat but at
last we had to eat and live on turnips the
settlers if they saw us took us for bush
rangers and would be all up in arms would not
allow us to come nigh their houses or barns to
sleep we had to pass through small
villages when we would be detained till they
over hauled us to see if we was prisoners
or free men at a small village called
Fingal they kept us in jail from 2
o'clock Saturday till Monday the same
time then let us go but they would
not give us a pass we would have starved
to death if it had not been for the
gators wife she was very kind to us
after a long and tedious travel we
arrived at Hobartown where we had sailed
from as bad of as ever without cloths or money
The next day I met the captain of the Brig
Briton that I had been in he had a
Brig called the prince of Denmark and
was a going whaling I could not starve
so I had to ship for whaling
again with him for 18 months
Crew

Prince of Denmark

The Prince of Denmark was a Brig when I joined her but formerly she had been an smuggle and an old smuggler she was very old vessel and uncomfortable on a wind she would not for and after getting to Recherche Bay we took in wood and water we went to the south West Cape to look for whales but still the old luck nothing but bad weather and no fish went in to port day for a few days then around the Cape again and then in to Recherche Bay we had bad living and one half the crew refused duty and asked the captain to take us in to port and give us 6 or 12 months in jail if he liked for I had rather had gone to prison than to stop in the Brig 18 months after 3 days we turned round again we got under way and went to Swan Island on the coast at Banks strait layed there a couple of days then went in to a small harbour called Port Jackson to get a little more wood and water & off we ran away and was away 3 days when we found we was on a part of the peninsula that Norfolk is on and the neck of land is strongly guarded we had to come back to the Brig the captain asked us if we had a good time of it we told we had then he told us to go to dinner & after got under way there was a little slope laying there bound to Hobartown she got under way the same time it was very late when we got out I kept an eye on the slope she was close to us and as soon as we started the same course as we were I thought of slipping overboard in the dark and ran the chance of being picked up by the sloop but came on to blow too hard and rather too dark for my planes it came on to blow a gale of wind we went in to Adventure Bay and came to anchor think I to myself now is the time or never I could swim well haven't learnt on the island of resting by the natives

On the road again

The brig lay 3 miles from the shore ten o'clock that night
being my watch on deck overboard i went and struck out.
for the shore the tide and wind was against me
but at 2 o'clock in the morning i got on shore
more dead than a live being in the water ^{so} long
i was chilled through and could hardly walk but i had
to get on the best way that i could i soon came to

Adventure Bay

a house and was let in for they could see that i was
nearly frozen to death they striped me and gave
me warm clothes to put on and put me to bed i
could not help myself i was so numb the man at
the house was a police man and he could hardly
believe that i had swam so far he told me
that i ought to get away after that i had
a good breakfast and my own clothes dry i put them
on all though i had got on shore i was on an
island called Brancy island it is separated from
the main land by the str passage and it is
4 to 5 miles wide they are all prisoners that
do all the work on the island no one can leave
the island without a pass the police man
told me he would give me one but he was afraid
to but told me to tell the next police man
that i saw that i had ran from a ship and
had been employed by him and as he knew
the one that would stop me he would let me
go on i had a long way to travel to get to the
ferry i traveled all day and at night i stopped
at an old shoemakers and got a little something to eat
the next day i got to the south West pass and went down to
the ferry and held up the flag for the boat i had
one shilling the fare was 18 pence the boat came over
i jumped in i told him that i would take an
oar and pull quick i did i gave him all the money
i had one shilling after i got on to the main
land a police man stopped me for my pass
i told him i had none and then told him
my reasons for not having one he told me
to go on but not to tell anyone that i
had came from the island

Flying Dutchman

I took the road for Hobartown where I arrived on a Sunday night I had no money to get a bed with I went to a coffee house where I had after got a cup of coffee and found that all hands was pretty merry I went in and joined the crowd and watched the chance and slipped off to bed without being seen I was up early in the morning and took a walk down on the wharf to look for work I got one days work and earned 6 shillings I was now rich the money nearly burnt a hole in my pocket the next day I went on board of a brig to beg a passage to Melbourne I agreed to work my passage to Melbourne she was taking in timber I went on board the next day

I left Hobartown in the brig Flying Dutchman for Melbourne after 13 days passage we arrived in Melbourne I stayed by the Brig one of the men leaving I shipped in his place I went a trip as to when the captain left and a new captain came on board then we went in the cattle trade to Port Albert where we got on shore and burnt the old Brig so much that we had to leave her down we took in our cattle and sailed for Hobartown but having bad weather had a long passage had to go to Spring Bay to get some water and hay for the cattle we got to Hobartown at last and discharged our cattle went to the ship yard to repair damages all hands was discharged but the mate and 2 of us after stripping and getting all ready I heard that the mate of the Barque Lady Emer was in town to ship a few more men for the Barque that layed out side he had kept the man in prison that had ran away with me from the Barque he had heard where I was and would have caught me if I had not left

Eliza

I joined a schooner bound to New Zealand. Her name was The Eliza of Hobartown. We went to the island of Ireland first. We had bad weather and pretty cold. We discharged some of our cargo there. The captain was a fool of a fellow. He went to steer the long boat of after she had been on shore with cargo. One day it blew rather hard and we was returning with the boat to the schooner. We had the long boat in tow of the quarter boat and no one in her onley the captain. The wind wa blowing out of the harbour when we got to the schooner we let the long boat's painter goe and away went the captain out to sea. Bring out for us to tow him back but we wanted our dinner. The mate wanted us to goe after the captain but we would not goe. He was drifting to sea all the time. There was a barque lying there. They sent a boat to towed the captain back. He was in a great rage and told us that he would give us all our discharge when we got to New Zealand. The barque name was the Janes. She belong to the government of the island. The island was a rendezvous for English whalings. We sailed for Otago in New Zealand. Sold some of the cargo there. Then sailed for Port Cooper. We asked the captain for our discharge. He refused it. So before we held the next morning he hoove the anchor short and made sail. We told him that we did not intend to goe to sea with him and that the schooner should not goe until he put us on shore. He went down and got his pistols and gave order to heave away. We started the chain over the windlass and it ran about 40 fathoms. We let goe the topmasts, braccards and the gib halyards. The captain swearing he would shoot us all the time. At last he got rather frightened of the handspikes that we was armed with. He turned and ran down below. He came on deck ordered the boat to be lowered down. He got in and went on shore to see the magistrate.

Port Cooper John V. G. 11

The magistrates sent 2 police men on board
and we was called aft we would not come
without leave. told us what they was doing
to us with us they told us that we should
be put in irons and taken on shore
when we went aft they but the news
on to Bill a Plymouth chap the captain
gave orders to put him down the after hatch
he intended to take us to Wellington and
have us tried for mutiny. Bill sang out
for me to come to his assistance I was not
going in doing that Bill got away and
I got taken the 2 police men the captain
and mate and second mate held me
pretty tight they lashed me up with
a chain Bill had got down in the
forecastle and got his irons off came on
deck and have them over board he took
up a handspike and told them to let
me go or he would heave it at their
heads the captain did not know what
to do he let me go sent the police
on shore telling them he would be
frightened of his life to take us to
sea with him that he would let us go
we packed up got our things on deck the
captain went on shore got to men that
had been left on shore by a Barque
some time before. we took the boat
and went on shore at port ~~Cooper~~
Cooper it was a new settlement then
Port Cooper

there was nothing doing on shore but making
roads building barracks for the emigrants
that was expected from England I got
a job on the roads for 4 shillings a day I
worked at that till the ships began to
come out from England then I got a
boat and went to ferrying for a
short time it did not pay so I
took a big open boat and took

George & Henry

freight around to the river we had a dangerous
bar to cross and often the boats would get filled
and capsized and have to lose all I had
a large boat called the George and Henry
and I went to do pretty well with her
we took timber or luggage or anything that
we could get we got capsized once and lost all
of our cloths we had come from pigeon bay
with timber and it had been blowing hard
all day the timber was stowed so close that
we could not get the water out that went in
to her when we got within 5 miles of
the bar I met a deck vessel and she was afraid
to try to beat over the bar and was surprised
to see us bound to attempt it the sea
was very heavy at the time when we
got on to the bar I found it rather
unpleasant the sea ran right in to us
but we had to go then when we got
in to smooth water she was full and over
she went the tide was running in at the
time we had a little boat lashed on top
of the timber we got her on to the bottom
of the boat and turned the water out
and got the paddles and then fished up
the fore sheat and managed to tow her
in to the river before the tide came down
we got her in to shore water when the tide
left we got her up right and got the
water out of her we lost all the timber
of the thwarts so I got a charter one
time to go to a place called maton
hon' to take a man and wife and 5
children I had never heard thear but I
took the charter I new the course to
steer I took in my freight and
passenger passengers the people on
the wharf sayed that I was mad
to attempt to go to sea and fetch
a distance that time of year in a boat
like that but I was bound to go



The George Henry

Blow high or low the onley thing that troubled me was if eney thing should hapen the woman and childern would be in a bad fix i went eney har and got over pretty well but nealey lost boat and all i saw over a reef i did not see it till i was over the sea was reary heavy and the ruder onley. Tokeht i looked astern and saw the rocks allout of water that we had come over if the boat had struck all would have ben lost we got into the river safe discharged our cargo took in a cargo of cher and came back to port Cooper after being away 12 days i have ben the same voyage since i was geting on pretty well and hade a good name at port cooper till i got in to sale for robrey a vessel come a shoon and her cargo was tost up on the beach some of it was stolen and stowed away in the rocks i was suspected and tide but was acquitted i left the boat i hade and went on shoon with a man that hade a ketch rigged vessel a short time i was with him

The Agnes Hannah

we ran between port nie and port
cooper i did not stop long with him
after leaving the agnes hannah that was
the name of the vessel i went on shore
in a snake fisherman
called the fisherman we traded along the
coast to wretington and nelson but i did
not stop long i left one trip at wellington
and shipped in the schoona sisley

Sisley

i shipped in the schoona sisley in wellington
and sailed for taranaki now call ~~my~~
new plymouth the captain was duns
and all hands the whole passage we got
to our port all safe discharged our cargo
there then started for cape we
got there safe and lade the schoona on shore
to clean her after she was all ready
we sailed for manacow there i
left and travel over to auckland
with my pack on my back 7 miles

Lion of Providence

the lion whaler belonging to providence
was there and the old nick sent me a
whaling again the gold had been
found at that time in australia i tried to
go but could not i had to go a
whaling after leaving auckland we called
at one of the navigator islands for
wood and water the name of the island
was upla we only stoped long
enough for to get our wood and water
onboard when we sailed there was a
man fetched on board and flogged
by our mate mr ~~chadwick~~ hardwick
for trying to entice some of our men
to run away we called at a great
number of islands on our crew
the crew before they had left a
man one of the coxswains group
of islands to by coconut oil

1.1001
Lyon of Providence

From the natives so we went down to the islands to take him of we called at the weathermost island 30 miles from where the man was left the island that we called at was named m-m-merick the natives came of freely thick in a weary short time our decks was covered we did not take much notice of them they appeared to be friendly they sold us money for tobacco they seemed to have plenty of it we knew by that they had taken a vessel or that one had been wrecked - there all of our muskets were ready loaded and men stationed ready to pass them up all hands were called aft to be in readiness in case we had some natives belonging to the king-mill group of islands they belonged to the ship and could speak English one of them saw a native with the natives that had come on board belonging to the same place as himself he made it known to the captain we took him and kept him down the rear over the side and ~~stood~~ stood out to sea for the night and shotend sail we had to get one of our natives to interpret what the native said that we had taken he told us that about a week before a schooner had come to anchor in the bay the natives were on board at night killed 2 men 2 women and a child they threw the women and child overboard and drowned them then removed everything on shore from the vessel and the burnt her let her sink at her anchors that night we came across a barge called the Elizabeth and Henry of

Lion
Lyon

New Bedford in the morning all hands from our ship but the ship keepers went onboard and our own ship keeps out of sight of the land we had to keep down below in the barge out of sight the barge stood in for the island our plan was to take the chief when he came on board and make him send on shore for what they had taken from the schoonas that they had taken when the barge got elost in to the island the old captain got frightend of the canoes that was coming af and stood of shore again we was well armed for the native that we had taken had told us that they intended to take every ship they could take and he told us that they had sayed now is the time several times while onboard of our ship when our mate saw that the captain of the barge was frightend he went on deck and told him so and mad him take us back to our own ship again when we got on board of our own ship we keep the ship away for the island that we had left the man on to get coconat oil we had heard that the natives had killed him they cut his legs of 3 days before he died they layed him on the beach the sun eaked the blood and keep him from bleeding to deth when we came to the island the canoes came of a great many of them but we took no notice of them got as many outside of as possible as intent was to land and take the island and reveng the deth of tom when we got elost in we lowered our boats and tried to land but could not for the reef that was around the island so we had to content ourselves by killing the natives in the canoes we fired in to them when they would capsize then we cut them up with boat spades and boarding knives we killed and wounded about 40 of them and then left them

John Westley

we went in to a great many islands after that and saw a great many sights men women and children all goe naked as when born we took a great many whales but small we took 1500 barrels on the crew during all the time i had not heard from home from the time that i left it one day they wrote a barque from the sandwich islands the captain of her came on board and fetched some papers on board our captain called me aft and showed me an advertisement respecting ^{put} my death or residence it had been in the by my ~~step~~ father in law i did not answer it when the crew was up we went to aueland after 10 month out my time was up now and i was paid of and went on shoar and i was glade to get clear of the lion i can tell you for of all the ships that i had been in the lion of providence was the worst

i did not stop long onshoar before i shipped in the brig John Westley she was a missionery vessel belonging to London England and bound down to the islands i went to sea in the John Westley and went around the friendly islands from tongatierboe to arfy to oowows and back to tongatierboe i was tired of the brig there was a barque lying there from calaporna bound to melbourn in australia she had come in for provisions

Sarah Hooper

I went on board of her the night before she sailed and the next day found me out sight of land on board of the barque Sarah Hooper of Baltimore

Turtamania

We had bad weather and was one month from the time that we started before we got on to the coast of Australia and on a short allowance at the time I never saw any tea or coffee while on board. We had 300 passengers bound to the diggers when we got on the coast we had head winds and could not make much progress. I being an old hand on the coast was consulted they wanted to know if I knew of any place that we could get in to and if they could get provisions I told them they could go to Port Phillip it being only 30 miles to the west and I told them I would pilot them in I took the barge in all safe there was a barge in the bay taken in cargo for Hobartown

called the fair Tarmarian I agreed to work my passage to Hobartown in her I went to Hobartown then shipped in her for 2 months at the rate of 10 pounds per month English money. The next voyage we came across the Brig Prince of Wales bottom up she had been capsized in a heavy gale and all hands lost and some passengers drowned I stopped there 10 months then left in Hobartown and shipped on board the Glencoe

barge Glencoe in the cattle trade between Port Albert and Hobartown I stopped in her a short time then left
Emer prescat

and shipped on board the Brig Emer prescat bound for Melbourne I went one trip in her then left and

Agnes and Elizabeth

shipped on board the Agnes ~~harsh~~ schooner I stopped but a short time in her then went 5 or 6 trips to Spring Bay and then

Sam Ingat

I shipped on board of the ~~Dehonar~~ ~~Brown~~ ~~Ingat~~
she was an english vessel came out to the
colines to sell when i joined her she was
bound to melbourn we had a stranger
on board and he jumped over board and
was drowned we got the boat out and tried
to save him but could not our old
captain was a hot headed old fool he had
a few words with the captain of the tug
boat that towed us up the river to
melbourn and he swore that he would
shoot him when he came up the river
he got the swivel on deck and loaded it up
to the muzzle the tug boat did not
come up till after dark the mate
had wet the primers so that when
he attempted to fire it it did not
go off and by the time that he had
primed it again the steamer had past
by that time but he fired it was dark
and the steamer made such a noise that
they did not hear it I left the
vessel in ~~Belbourn~~ melbourn



Type of Malbourn 100 Tons
Australia

English Man

I shipped in the schooner English man of
genoeck shad bent bought by the captain
that had her when I joined her we
were bound to manercoor newzeland we
left melbourn in calast and had
a reef passage to the coast when we got
on the coast we had a very heavy
gale of wind and found ourselves on a
lee shoar and the weather very thick
they were all strangers to the coast but
myself I told the captain that I
would take the vessel in safe if he
would let me i had been aloft and
had made out where we were he
did not like the ideas of attempting
it but when our fore topsail split
and he saw that he must try to run
in before dark or go on shoar in the
night if she had all hands would
have been drowned he told me to
take the vessel in i took her in
safe but the sea was heavy on the
bar i thought she would strike but
she did not we took in a cargo
of timber and a dec load of spars
and sailed for melbourn we arrived
after a voyage of 6 months we were paid
of before she was discharged with the amount
of 60 pounds english money

I stoped a short time in melbourn
then tried the digers but did not
doe much I got back time enough to
join the same vessel and went to
sydney where she was layed up
Lady Jashlin

I joined a steam ship the lady
Jashlin and got 12 pounds advance
I went on board but came on shoar
again i had to make myself
seares for a time

Sea Nymph

I had left all of my cloths onboard of the steamer I hade to goe and get all of my Winkers shaved as I got a whit flanning jacket and a whit vest and a pair of molskins pants as that was the rig of a carpender in that county i went on board of a steamer and paid my passage to thanters river I lived in maitland on the hunter for a short time i could have got plenty of work at the carpender's business but i did not hapen to be one and i hade to make some excuse to them that wanted to employ me i came down to newcastle by land and joined a Brig there

bound to gelong with coals her name was the sea nymph i left her in gelong and went to melbourn

Signe

and joined ~~and~~ the schooner signe a portland bay trader i went one trip as seaman the next i went mate we mad a great maney voyager while i was in her we went one trip to launceston in vandamans land from there to adelaide with palm as cargo we took in flour for melbourn on our passage back we spoke the greg bound ship of baltimore loaded with flour flour from valperasa i went on board and piloted her in to the heads i joined my vessel in melbourn the captain and myself had had some words with the owners and we left the vessel our captain bought a share in a vessel called the Elizabeth of melbourn

Elizabeth

I joined the Elizabeth as mate the first trip she nearly filled with water we took in a cargo of grain in Manembull for Sydney we were 14 days on our passage the old boat kept us at the pumps all the passage but we arrived safe and put out our cargo in pretty good order I made several trips in her when one trip from Melbourne to Hobartton me and the captain had a few words and when the vessel arrived in Hobartton I left

Adolphus Gates

and shipped in the schooner Adolphus Gates and went to Lanarston near she was to be layed up but the owners altered their minds and sent us to Geelong with a cargo of potatoes I was taken bad with the Rheumatism and had to go to the hospital

I was in the hospital for 4 months when I came out I tried the country for it but I found that I was not well I sold my watch and pistols and a ring to pay my passage to Melbourne I was not able to work but so I went and lived at an old mans that kept a ferry boat I used to manage to work the boat for him till I got a little better I went with the Elizabeth to Sydney on a 2 trips then left her again I went with an old Welsh man in a little sloop for wood he gave me charge of the sloop her name was the Alexander I done pretty well for a little while but I must travel I could not keep still I went to Geelong and

Hiland Laps

shipped in the Brig Hiland Laps for Newcastle for coals

Centurion

I left the Brig in new castle and paid my passage to sydney

I did not stop in sydney long before i shipped for England in a scotch clipper the Centurion of aberdeen we went to london after a passage of 3 months

Samuel Bodinton

i was paid off in london i stoped till all of my money was done there i shipped as quarter master of an East indie ship she was an old fashioned barque called the samuel bodinton we had an east indie crew we went to

harutekey and discharged our cargo and took in a rather one of seed for london i wrote home to tell them that i was coming for the first time a great many of our men died from the effects of the cold in the english channel i forgot to say that we called at the island of saint helena

Joseph Clark

I left the ship in london and stoped a short time when i shipped in the Joseph Clark bound for new orleans we made the passage in 40 days i left in new orleans and stoped a week

Realm

when i joined the ship realm for new york we arrived after 28 days passage i was soon on shore

and on my way down long island sound bound for providence we saw

I arrived the next morning after I got home in the morning after being away 14 years and a half but i could not stop long the devil flattered me and soon had me afloat again (I may 1858)



George Fales of Providence 250 Tons

May the 18 1858 sailed from Providence in the schooner George Fales for Philadelphia & went 2 voyages in her then I left they discharged all hands cargo trip she belonged to the line of packets that ran to Philadelphia

James Martin

I joined the James Martin she was a sister schooner and in the same line on the 13 July 1858 and went one voyage in her to Philadelphia

T. J. Hill

then I shipped for the run to New York in the T J Hill schooner we went in 18 hours I came back to Providence on the 11 of August

Wester

I then went one trip to Philadelphia in the schooner Wester and back to Providence

Isadora

September 13 1858 I shipped in the Isadora for Baltimore arrived at Baltimore 14 and took in a cargo for Mobile arrived Mobile first of November I left the next day and joined

R. B. Tamey

Steamboat R B Tamey on the 3 of november
I went one trip up the alabama river to
montgomery and back to mobile on the 9th

I took a tenement and keep a batchlors hall
for a short time but i soon got tired of
living as he

Criticism

12 november 1858 I joined the ship criterion
1500 tones and sailed for ~~hast~~ harver in
france december 20 arrived in france in
a going in we got foul of the ship james
titcome careying our gib boom away on the
2 january 1859 left harver for mobil in laast
we had head winds in the chanel and had
to put in to plymouth we lay 8 days
february 3 left plymouth april 2 1859
arrived in mobil i left the ship

Water Witch

on the 4 of april 1859 i shipped on board of the
schonar water witch of providence we went
up the alabama river and loaded timber for
galveston in texas in running over the bar
she buck heavy and our noble commander got
frightend and lost all presents of mind the
vessel would have been if he had his own way
for he had given orders to haul the ked sails down
and the schonar was broad side on the sea going
right over the deck load I put the helm up
and told them to get the sails on her again
she bumped heavy but she fell off her in
and was soon a float went in to galveston
discharged her cargo and then all hands left

Milton

i shipped on board of the Barge millon
for liverpool and got 10 dollars advance
out i did not like the vessel me and one
of my ship mates got our chest on shore and
put them in a safe place ^{then} got a boat
to take us to virginia point then we took
the train and went 24 miles out on the
ferrara the sears did not go further

Maid of Orleans

We had to foot it the rest of the way to the town of Harrisburg where we arrived after 3 days tramp. We got a job wood chopping. I soon got tired again.

on the 20 July 1857 came down to Galveston and took passage for New Orleans. July 23 arrived.

first of August 1857 I sailed from New Orleans for New York in the ship Maid of Orleans. 25 August arrived N.Y.

I left N.Y. for Providence on the 27 on the 28 arrived
Vandalia

I stopped at home a short time then went to N.Y. and joined the ship Vandalia and went to New Orleans. October 13 arrived at our port and I left
Arctic

October 25 shipped in the Arctic Barge of Boston bound for Boston. She was very crank and we had to send down topgallant yards and masts to keep her on her legs. 26 November found ourselves on the Nantucket shoals but we got off safe on the 30 arrived in Boston. I shipped second mate of her and came home but when I got back to Boston the barge was going to mill. All hands were shipped. I was too late and I had to go to a boarding house for a short time.

National Eagle

I went to New Orleans in the ship National Eagle. I left her in New Orleans, stopped on shore a little time. Yachem

and then joined the barge Yachem for Boston.
Howland

I left her in Boston and joined the barge Howland. Went to Mobile. I left her ^{and went to} New Orleans. Charles Ward in New Orleans I joined the ship Charles Ward. Went to Liverpool England. I left her there.

Black Eagle

I shipped in the Black Eagle of Belfast
Ireland. I went onboard but I got tired
of her before she left port & with 7 more
rascals like myself we refused to go
to sea in the ship so we were put in
prison for 10 weeks. We stayed pretty
well contented for like all of my travels
it was a change. I went in on the 9 of June
and came out on the 18 of August 1860

Zigzag

I soon got a ship. I joined a schooner called
the Zigzag of Liverpool. We went to the
rock of Gibraltar with coals from there
to Denia in Spain and took in a
cargo of raisins and sailed for Philadelphia.
We had a long passage 64 days. We lost
our topgalant mast and gibe boom
of cap. Kattras. We got to port after
a while and I left her again for
the road.

I traveled from Philadelphia to
New York.

Ima

and shipped in the brig ~~my~~ Ima
and went to San Domingo in the
next order. We took in a cargo of log wood
and sailed for New York. When we arrived
in New York I left and went to
join the navy.

Naval Brigade

I joined a volunteer coar that was going
up as a naval brigade got up by
Bartlett an old naval officer. He was our
conductor. We stop on Staten Island till we
got 1000 men. Fort Mifflin Monroe.

Then went to Fort Mifflin Monroe where
we was disbanded. Through some mismanaging
we was not excepted all the men went
back but 400 we stayed and listed
again and was called the 1st Union
Coast Guard. We went to have some
sport shooting in the evenings line.

Town of Hamiton Virginia

We had a few skirmishes with the enemy on the first of July we went in to hamilton and quartered there we entrenched the town all around we was there on month when we had orders to evacuate the town as a large force of rebels was marching on us and we had not force to oppose them we had built a new bridge since the battle of big Bethel and as we left the town we tore up one end of the bridge 8 of august 1861 the rebels came in to hamilton in the night and set it on fire we fired on them across the river we did not lose a man the rebels fired to high the day that the rebels lost 9 or 10 men the next morning hamilton was nothing but a heap of ruins.

Cherry Stone Creek

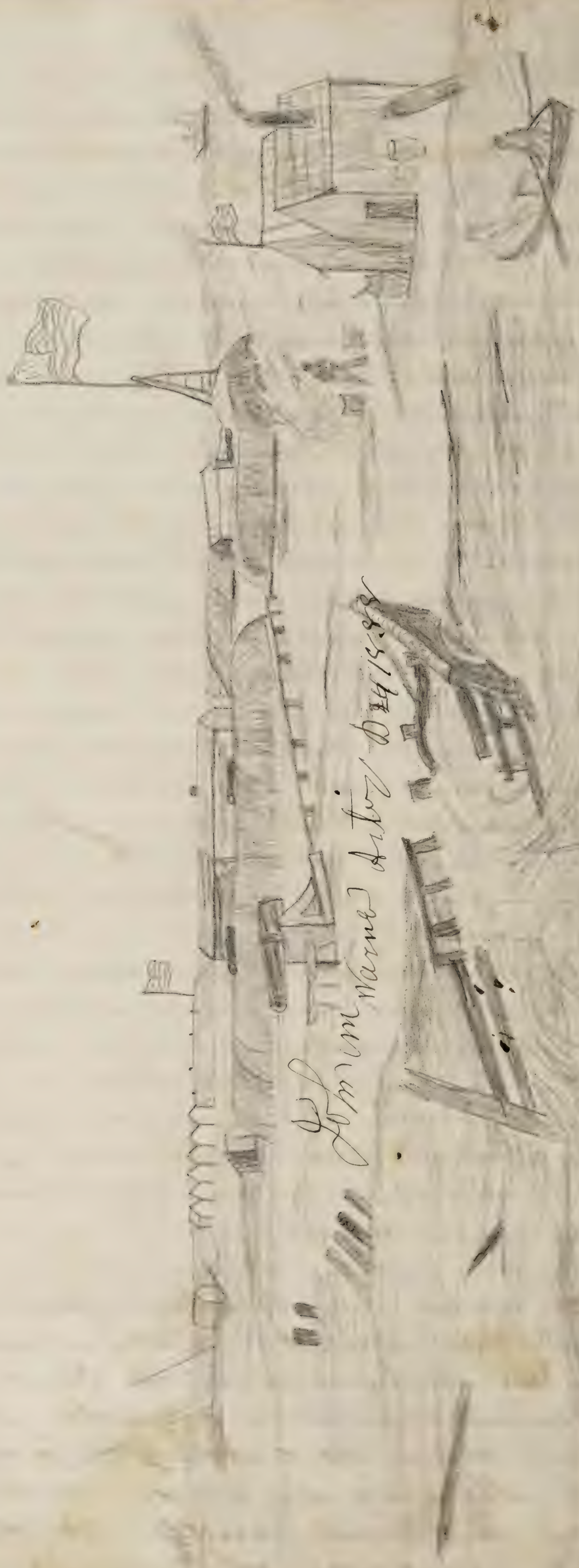
We had a fight at cherry stone creek a short time after wards we had a rifle 12 pounder in a flat bottom boat the rebels had battery of 2 guns 1 howitzer and one riffler canon these shot all fell short but our men went ~~into~~ to far fore them we killed 12 and wounded others

Hatteras Inlet

I went to hatteras inlet and was at the taking of fort hatteras and fort clark we took a few prizes i picked one schooner to philadelphia the mary wood Puz Mary Wood I was in the arma when i was layed up with the rumatis and was discharged from the service and went home to providence R I in the year 1862

May ~~26~~ listed in the tenth segment R I B. S. V company I to serve 3 months and arrived in Washington on the 28 was ordered to ten valley town 6 miles from Washington where we encamped and stoped there till the 26 of June when we was ordered to Clouds mills we encamped at Fairfax Seminary 4 miles from alexand but was ordered away again on the 30 of June

Fort Hammer Head



" " Commenced July 1848

Fort Alexander

30 of June to garrison the forts on the
Potomack and the first of July arrived and
took up our quarters at the different forts
our company at fort Alexander with
company E Comp F at fort Ripley
~~Comp~~ Comp G at fort Franklin
Comp B and K at fort Pennsylvania
Comp H Battery Vermont
Comp I at fort Mifflin
Comp J at fort Gaines
Battery Cameron Comp C
on our way

We left Washington on the 26 of August ¹⁸⁶²
and arrived at Providence on the 28
and the 29 marched down North Main
street to receive the 9 regiment that had
landed from the boat on the 29

the regiment that I was in was mustered
out of the United States service on the
first of September 1862

2 regiment
on the same day I enlisted again in
the second regiment for the term of 3
years or ~~as long as~~ the war

a few days afterwards I went on to Washington to join my
Regiment from Washington I marched to South Mountain
50 miles with others and on the 14 of September I joined
the regiment and then marched across Elk Mount
in Maryland and encamped for the night
3 miles from the battle field of Antietam

September 18

marched through Eadsburg and went on picket
on the battle field near Sharpsburg

Sept 19 march through Sharpsburg
The Rebs having retreated across the Potomac
November the 10 Gen Macdowell left the
of the Potomac and Gen Burnside took
Command

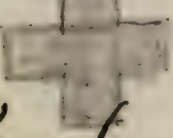
December 10 cross the Rappahannock
River one mile below Fredericksburg
on pontoon bridges our Reg first to cross
and drove the enemy's skirmishers back one or 2 ⁴⁰⁰⁰

1862

R S Dec 11 2 Regiment 6 Corps Army Salomas
~~At~~ 1862 fought the battle of Fredricksburg
 our Corps commanded by ~~General~~ Franklin
 on the 11 of Decmbr fought all day loosing
 a great number of men and fall back
 across the River go in to camp near
 Salmouth Genral Hooker takes command
 of the army and Sedgwick command of
 our Corps lay all winter there in the
 Spring of 1863 on the 3 day of may
 cross the river again charge the heights
 back of Fredricksburg while the enemy
 captured from the enemy 7 canon 5 stand
 of colors and 5000 prisoners in the afternoon
 advanced 4 miles and fought again loosing
 1000 men killed and wounded at Salem heights
 but had to fall back again as usual
 So ends the second fight of Fredricksburg
 I was in the 2 R S reg for nearly 2 years
 when I was detailed in the first division Sharpsshooters
 6 Corps while in the Regiment we was engaged
 in the following battles and lost men in all of them
 But I was lucky and did not get hit

Germishias	Battels
Williams port M.D.	Antetam M.D.
Charles town Va.	first Fredricksburg Va.
Bolivar hight Va.	Second Va.
Snickers gape Va.	Salem hights Va.
Fredricksburg Va.	Gettysburg Va.
Warrenton Va.	Williams port M.D.
Laumye Va.	Rapahock station Va.
North Anna Va.	mine Run Va.
Petersburg Va.	Spotsylvania Va.
fort Stephens	Cole harbor Va.
	Pequan valley Va.
	Sailors run Va.
	Petersburg Va.

1865

 Sharpshooters of first Division 6 Corps
Nearly one year in the Sharpshooters when
the war being over and the enemy badly
whipped the government began to reduce the
army I was mustered out on the 17 of June 1865
came home and arrived on the 23 of June in
Providence R.I.

Providence R.I. June 30th paid off and Discharged
from service by orders of war department

Schooner Alex Henderson
Shipped on the 7 of July 1865 and was one
month in her and left her in Boston
came home and returned to Boston
and bought the Schooner rigged boat
Chen' Kara 9 tons and fetched her to
Providence made the passage in 4 days

Schooner Chen' Kara
August 22 Sailed from Providence
and took a load of paving stones for
Providence again

August 29 sailed from Providence

August 31 arrive back to — —

with a cargo of paving stones

September 12 1865 found that stone was
tearing my boat to pieces I concluded to
try fishing tried for one day but got
discouraged Run in to Chen' port with
what we had caught stayed all night
in the morning of the 14 Sep
made sail for Providence intending
to lay my boat up for a spell

cl'ew Cara

After getting to Providence moored
the boat and went oystering and after
a week at it, concluded to leave of and
try something else

in the boat so I shipped on the 11th and went
to work at the boat and went to the
in the middle of the can of this taken and with
the 11th and the 11th boat to hospital

then found the ship was much damaged and
could not be repaired so sent for my brother to
take the boat and the 11th boat to hospital

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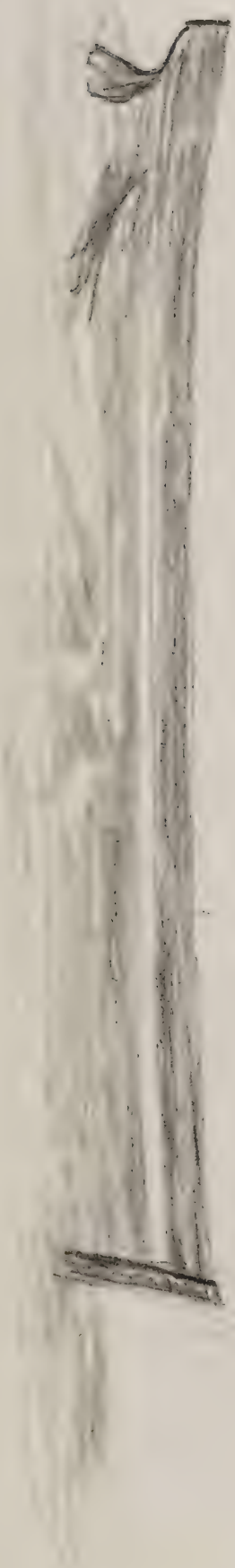
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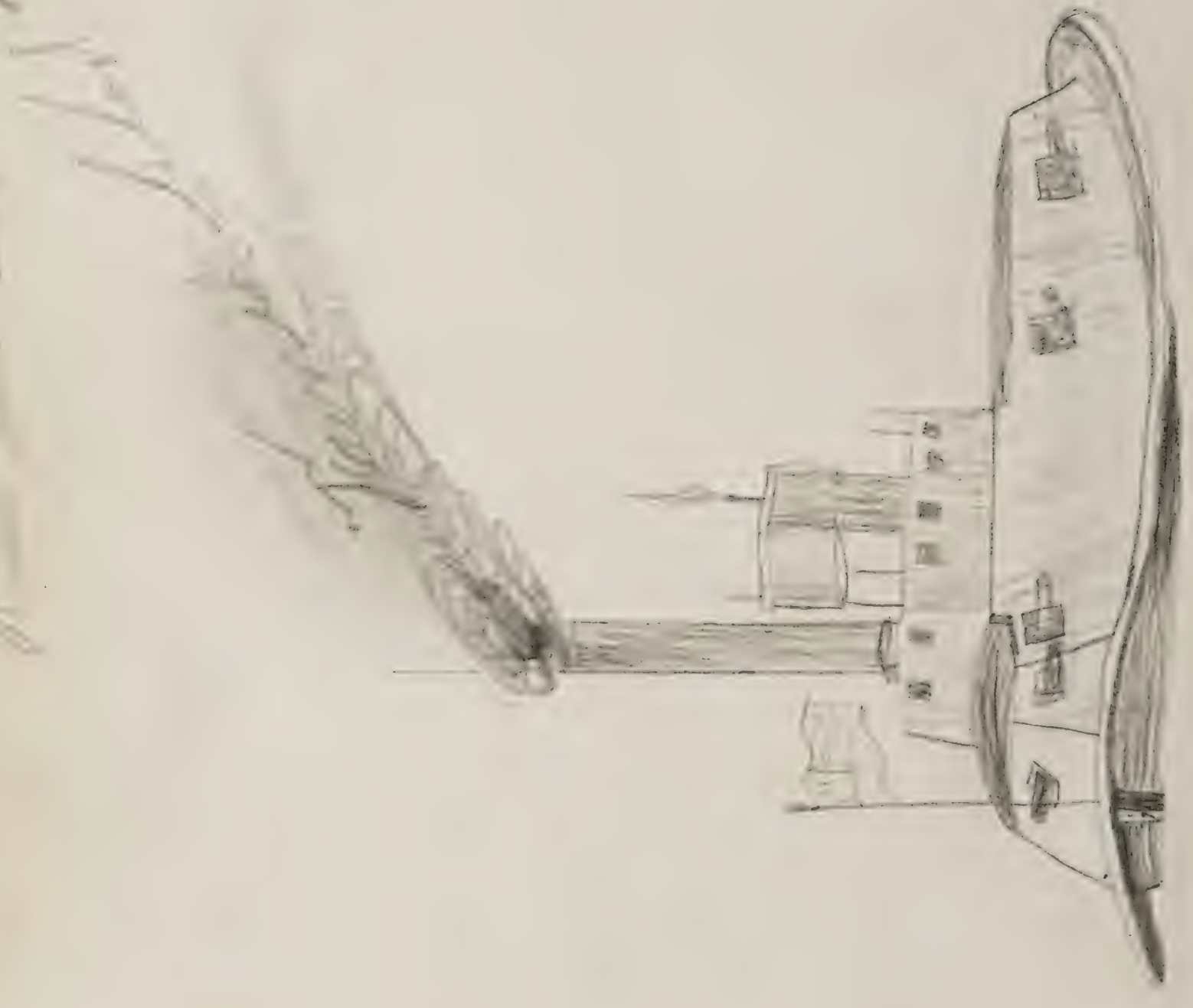
Robert Thomas Bateson Thibault

at California for mulberry & figs and
other trees. Look to the

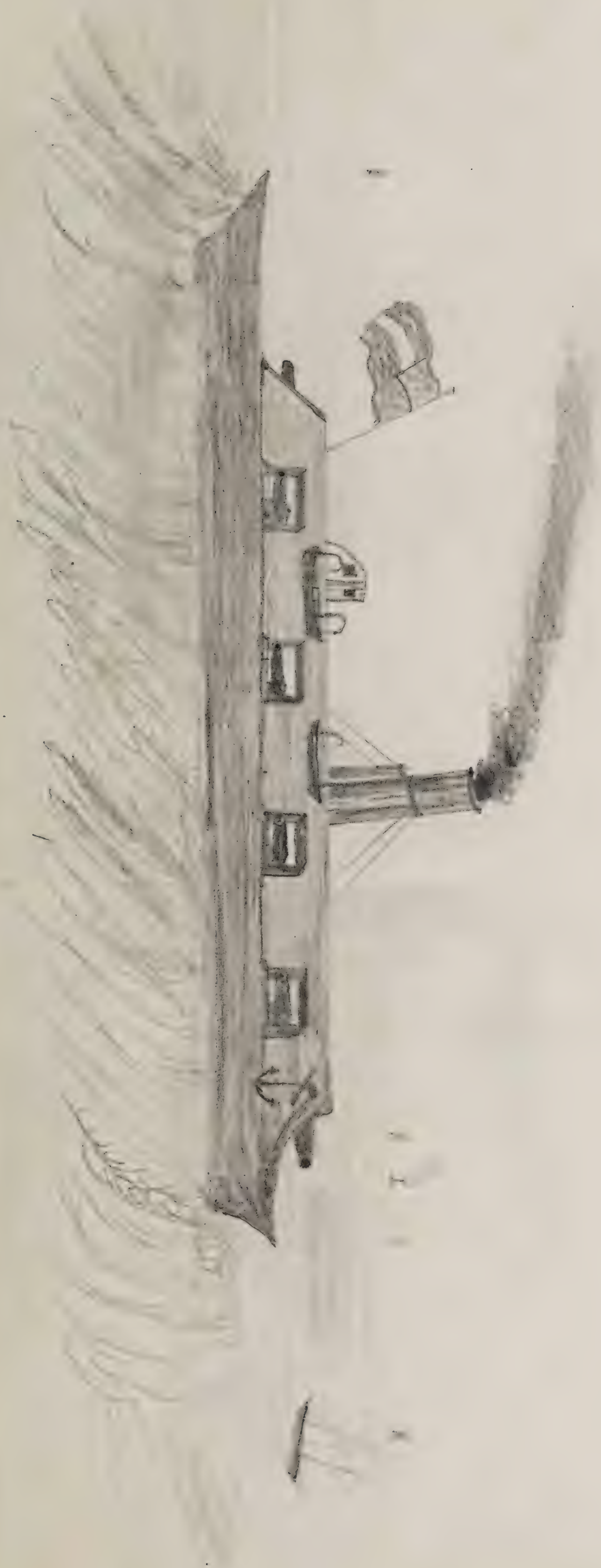
January 3 1876

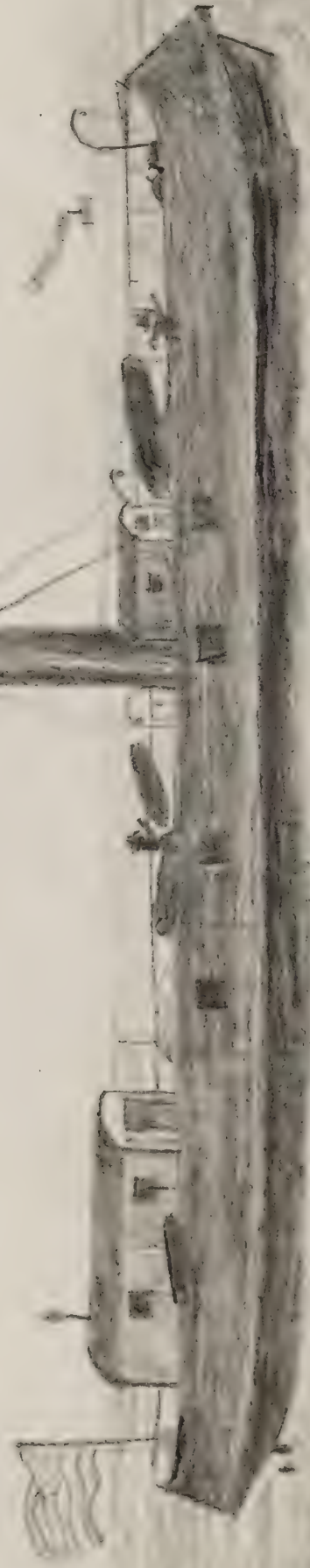


Remondant 1812



Cheminée

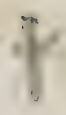




Albatross

Navigated iron Gun Boat

(An. 862) 1861
2/1861 5



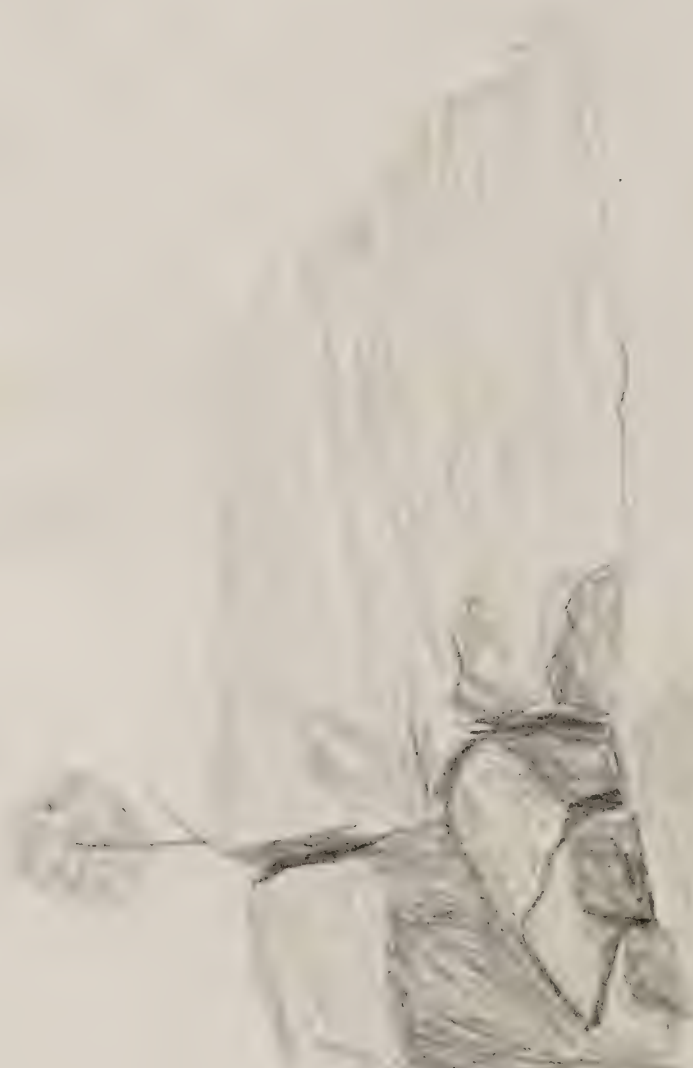


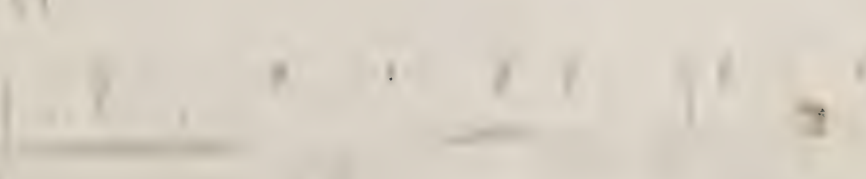
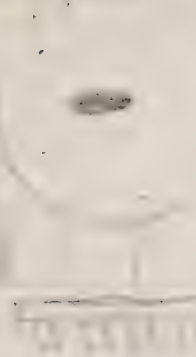
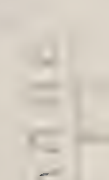
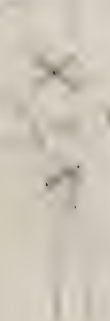
Booths near

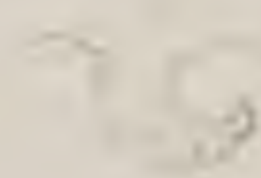
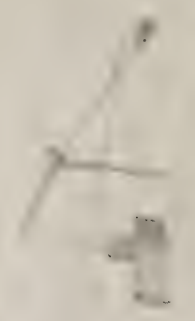


not good







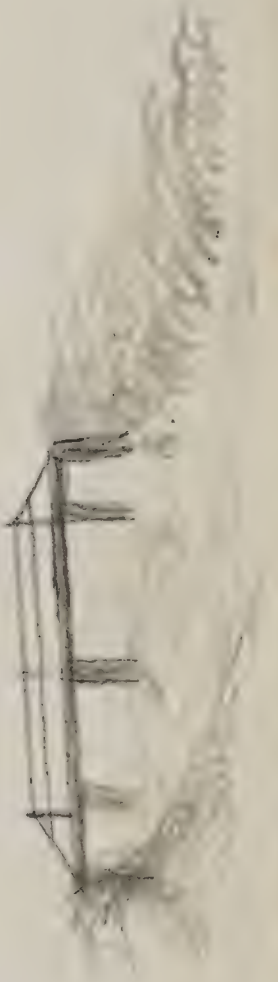


















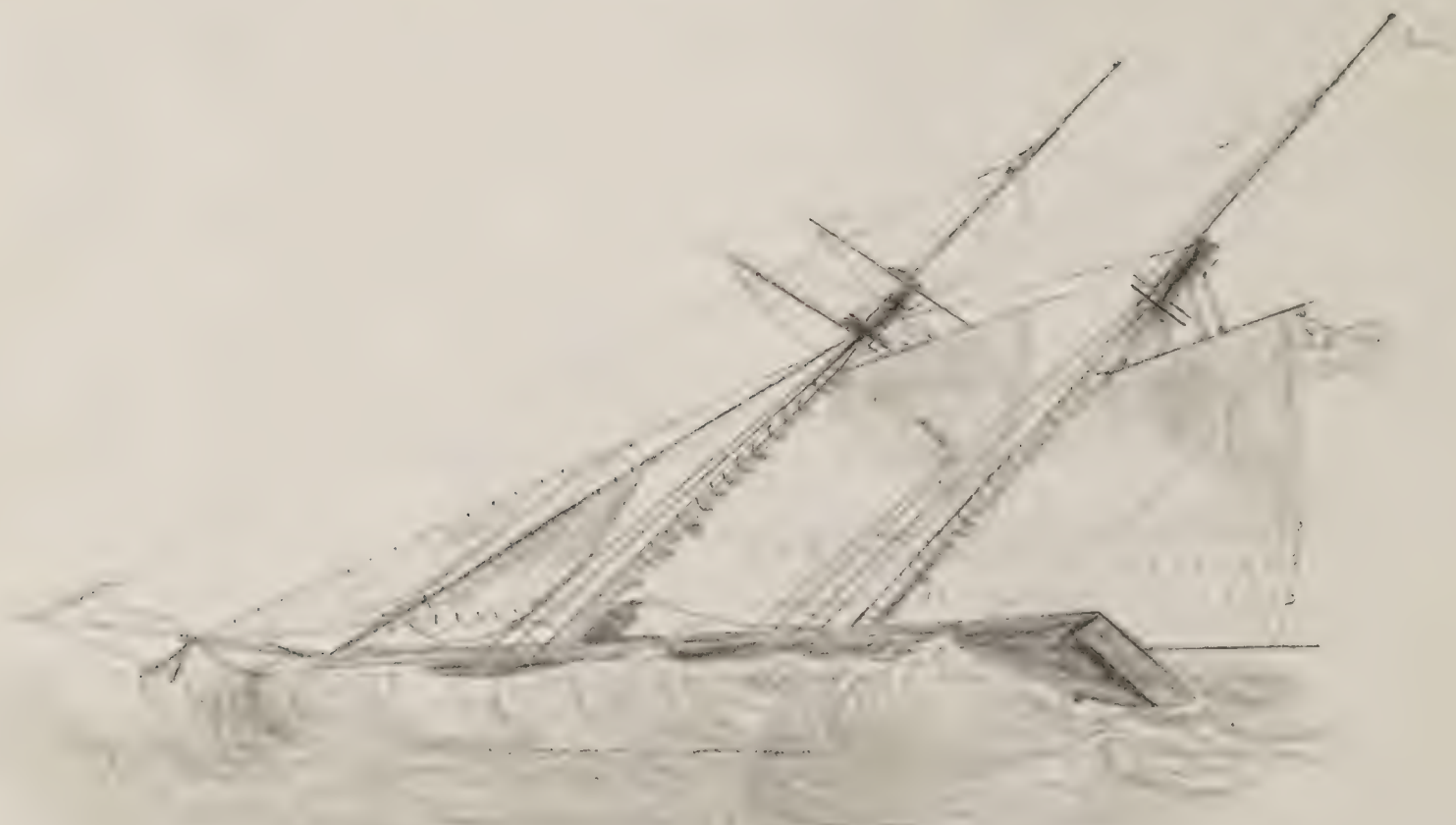




The Perry



Whaler *Clara* of Hobart - condemned - laid
 in the east of New Zealand



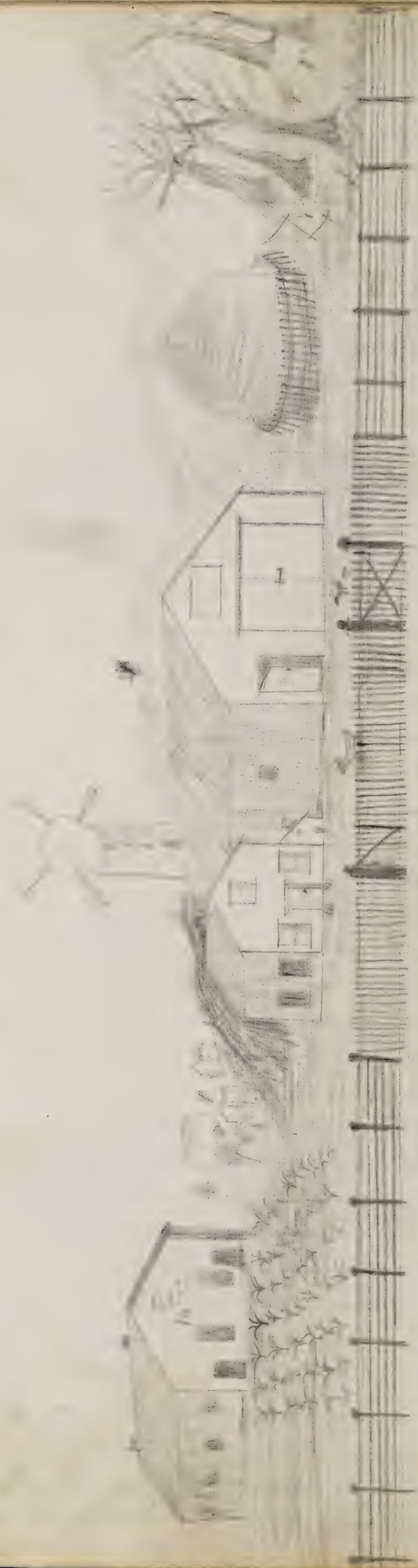
The smoke fisherman of Port Cooper
 New Zealand

Ship and Henry





Whomie sigdag of Liverpool
of Capt Baker 1860



10/27/1898

210

John W. Wadsworth

Antique

Wadsworth - 1898 - 99
New York

Methodist Church, Weymouth - Center Mass
 W. S. of 1885









1840
1841
1842
1843
1844
1845
1846
1847
1848
1849
1850

upper level of the ...

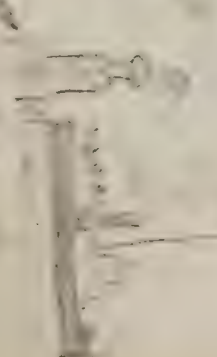
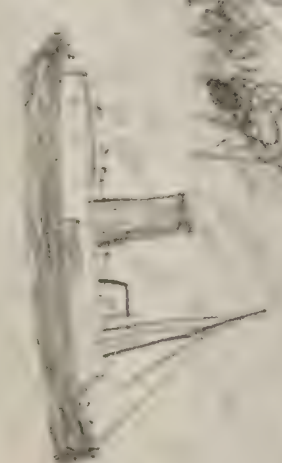
and burning

the ...

some ...

some ...

some ...





and by islands - Mergat's boat



Boat on hope island



My hat on scene

Dennis Place







